

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 08/26/2003

IAD01LA048		04/26/2001		Plattsburgh, NY		Aircraft Reg No. N974FE		Time (Local): 19:45 EDT			
Make/Model:		Cessna / 208B				Fatal		Serious		Minor/None	
Engine Make/Model:		P&W Canada / PT6114				Crew		0		0	
Aircraft Damage:		Substantial				Pass		0		0	
Number of Engines:		1									
Operating Certificate(s):		On-demand Air Taxi									
Name of Carrier:		Wiggins Airways									
Type of Flight Operation:		Non-scheduled; Domestic; Cargo									
Reg. Flight Conducted Under:		Part 135: Air Taxi & Commuter									
Last Depart. Point:		Same as Accident/Incident Location				Condition of Light:		Night/Bright			
Destination:		Albany, NY				Weather Info Src:		Weather Observation Facility			
Airport Proximity:		Off Airport/Airstrip				Basic Weather:		Visual Conditions			
						Lowest Ceiling:		None			
						Visibility:		10.00 SM			
						Wind Dir/Speed:		170 / 006 Kts			
						Temperature (°C):		9			
						Obstr to Vision:		None			
						Precipitation:		None			
Pilot-in-Command		Age: 46				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		9144			
Airline Transport; Multi-engine Land; Single-engine Land; Single-engine Sea						Last 90 Days:		137			
Instrument Ratings						Total Make/Model:		137			
Airplane						Total Instrument Time:		2841			

The pilot said the preflight, engine start, run-up, taxi and takeoff were "normal". The pilot said that during the climb after takeoff, approximately 1,000 to 1,500 feet above the ground, the airplane's engine "spooled down, slowly and smoothly, like a loss of torque or the propeller going to feather." The pilot performed a forced landing to a field, where the airplane nosed over, and came to rest inverted. Examination of the engine and propeller revealed that the propeller-reversing lever was installed on the wrong side of the reversing lever guide pin, and that the reversing linkage carbon block was no longer installed, and had departed the airplane. Examination of the airplane's maintenance records revealed that the carbon block was replaced during a 100-hour maintenance inspection, 5 hours prior to the accident. Installation of the reversing lever on the incorrect side of the guide pin resulted in improper seating and premature wear of the carbon block. According to the engine manufacturer, any disconnection in operation of the propeller control linkage will cause the propeller governor beta control valve to extend, and drive the propeller into feather.

Brief of Accident (Continued)

IAD01LA048
File No. 13777 04/26/2001 Plattsburgh, NY Aircraft Reg No. N974FE Time (Local): 19:45 EDT

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) PROPELLER GOVERNOR CONTROL, LINKAGE - DISCONNECTED
 2. (C) MAINTENANCE, INSTALLATION - INCORRECT - COMPANY MAINTENANCE PERSONNEL
 3. (C) PROPELLER FEATHERING - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. TERRAIN CONDITION - OPEN FIELD

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The incorrect installation of the propeller reversing lever and carbon block assembly, which resulted in a loss of propeller thrust.